

**Agenda for 9/18 WTP Public Involvement Work Session- Commission Board Room, 2:00 pm- 5:00 pm**

Time		Item	Agenda Item		Action	
10 min		1	Discussion on Commissioner Perspectives			Share generalized insights, raise specific concerns, offer comments etc..
Each Commissioner has formed their individual impressions about the public involvement. This agenda item is intended to briefly recap the key sound bites each of you took away from that experience.					Handouts	Public Comment tables emailed on 9/8 and 9/11.
30 min		2	Decision on Specific Action Items			Determine Specific Action Items
In this agenda there are key items that need your attention. They are copied directly from the Public comment tables that each of you have, by a row number. We are bringing these to your attention because they may be controversial, beyond your intended scope of the WTP or something that you wish to add to the WTP. Please read each row and make note of what your policy call will be in regards to these issues: Are they hot topics or important actions we should add to the WTP? Are they beyond the scope of the WTP? Do you flat out disagree with the idea? Do you want to somehow acknowledge that they were considered but deferred for the next update? As agreed on 9/7, no changes to the investment guidelines or unfunded high priority targets will be made.					Handouts	Public Comment tables emailed on 9/8 and 9/11.
	Ref	#	Comment Raised During Public Involvement	Row #	Staff Recommendations	
		Comments Submitted by Letter			L = Public Comment Submitted by Letter	
		1	Transfer of Development Rights should be considered to help provide capacity necessary to accommodate growth gracefully in urban areas while protecting nearby working and natural resource lands.	L-30	Action: Add a mention of the concept of the transfer of development rights to the land use section of the document.	
		2	Growth continues in the rural areas and other resource lands resulting in increased traffic on county roads and state highways without additional, or concurrent, levels of transportation services. The Plan should support a new form of compact development in the rural areas known as rural villages to provide efficient transportation options for rural residents such as van pools and flexible bus service.	L-31	Action: Add some additional text in the Health and Environment section of the challenge to talk about the proposed benefits of improved watershed management etc. Refer to the letter. These concepts tie into sustainability.	
		3	Revised weight limit restrictions should be considered when addressing preservation needs	L-106	Action: Consider increased emphasis on this issue.	
		4	With regard to Ferries, the Commission should explore the great need for a dedicated source of funds for county ferry capital improvement projects. The county ferries provide an important function in the county network.	L-124	Action: Consider addressing this in the Plan, in the policy section of the funding and financing section. Is this something that the Commission wants to take up now or in the future?	
		5	The state should revisit the 18th Amendment restriction on the use of state gas tax revenues, and should also authorize local governments to raise new additional revenues.	L-129	Action: Expand discussion of the gas tax limitations in Funding and Financing, and the need for funding outside of the gas tax or a possible alteration to the 18th amendment	
		6	Corridor planning should be inclusive of transit, commute trip reduction, and walking and biking facilities.	L-131	Action: Expand discussion in policy recommendations.	

Ref	#	Comment Raised During Public Involvement	Row #	Staff Recommendations
	7	<b>Develop a strategy</b> for identifying those gateways, nodes and pathways to our cultural assets and merge that with an access strategy through the transportation system that assists the public in entering or traveling in the state in the cultural context. Our highway may move goods and services but it also moves through a rich and diverse culture that is part of who we are. Tourism and recreation is a real business that brings in significant income to all areas of the state, particularly rural. <b>We need to think smarter on how to improve the economic position of the rural communities.</b>	L-153	<b>Action:</b> Consider convening a "Byways Summit" as Carol Moser has suggested to learn more about the byways organizations, the tourism potential, the transportation connections to economic development and what the state's role in promotion of these corridors is now and could be in the future.
	8	WSDOT has a good start on the thematic overlays in the Scenic Byways Program. I would ask WSDOT organize a seminar around key tourism stakeholders and begin a dialogue to improve and develop a working relationship between our highways and cultural tourism. We have natural gateways, nodes and pathways. <b>I would suggest that the Commission look closely at projects such as the Discovery Gateway and or Lewis and Clark National Historic Trail/Wayside Interpretive Trail and develop them as working models and demonstration projects.</b>	L-155	<b>Action:</b> Develop a cameo that describes this model approach to partnerships.
	9	Lack of flexible revenue is an issue that specifically restricts transit, <b>there is a need to revisit the 18th amendment restriction</b> on the use of gas tax revenues and there should be authorization for local governments to address new additional funding .	L-161	<b>Action:</b> Expand discussion of the gas tax limitations in Funding and Financing, and the need for funding outside of the gas tax or a possible alteration to the 18th amendment.
	10	The process used for the identification and analysis of unfunded projects is not clear and it is difficult to understand how they were selected, prioritized and what are their quantitative benefits. Much of this information is likely available in complementary studies and plans but those conclusions are not represented in the Washington Transportation Plan very clearly.	L-179	<b>Action:</b> Expand the text in the high priority section, and be explicit in the Executive Summary how these decisions were made.

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	11	What is the overall level of statewide mobility that will occur with the completion of the funded projects and again with the implementation of the unfunded projects by 2030? There is little to no discussion of congestion levels with or without the projects.	L-181	No Action: The plan is not a list of projects. Change in congestion can only be measured after the project lists are created in budgets and in investment plans. <b>Do we want to underscore this again in the Executive Summary?</b> There are maps in the appendix that do this on a system level, factoring in the TPA and Nickel projects, without new revenues.
	12	The WTP is lacking in addressing the needs of county road departments. Too much emphasis is placed on state highways,. There should be more emphasis on county road preservation, and safety. His email contains specific references to several high priorities where the funding for county roads is too low of a number, In addition, he felt that there was too much emphasis on investing in state highways when counties have more lane miles.	L-185	<b>Action:</b> As per the 9/7 phone meeting the Commission plans to expand on a couple of items related to this repeated county comment. The text will include the following: County funding that is included in the WTP is from state sources, and does not include funding generated at the county level through local fees and taxes. This funding raised at the local level was viewed as not being of state interest, because there is the impression that county prefer to manage the expenditure of these funds according to their own priorities.
	13	"	L-186	The WTP assumes counties do not want to be directed by the state on how to spend their locally generated revenues. If this is the wrong assumption, then perhaps the numbers in the WTP should be re-worked in future updates. In addition, when a state highway travels through a city it serves a dual purpose as the main street of that community. <b>State routes travel through counties serving an important role as a regional arterial in most cases. Improvements to these types of state highway segments bring multiple benefits to cities and counties.</b>
		<i>Comments Submitted at an Outreach Event</i>		<i>E = Public comment Submitted at an Outreach Event</i>
	14	The cost of labor is a concern; the Davis Bacon Act needs to be changed at the federal level. Prevailing wage is a real concern.	E-11	<b>Action –</b> This should be mentioned in the policy section of the plan as an issue brought up during public involvement
	15	It appears that the preservation priorities identified for funding county roads is less than it should be based on a comparison of lane miles.	E-75	<b>Action:</b> Per 9/7 phone conference re: county road issue
		Local options for local governments need to be delegated from the legislature so that cities can address their issues more appropriately. Resources are scarce, and cities are scrambling to meet their needs.	E-128	<b>Action:</b> Expand the Funding and Financing section as previously discussed to further define challenges facing cities and counties. In addition, consider the appropriateness of referencing this for future policy discussions.
		<i>Comment Submitted by Online Survey</i>		<i>S = Public Comment Submitted by Online Survey</i>

Ref	#	Comment Raised During Public Involvement	Row #	Staff Recommendations
	16	We need a rail system the equal of Japan, Germany, France and other advanced countries. Heavy trucks are ruining our roadways. They should have to build and maintain their own roadbeds, just like the railroads must build and maintain their own tracks. Drivers do not always obey the law that they should not drive in the left lane of a multi-lane highway. <b>How about "congestion taxation" like in London. Trucks that drive on public roads during peak traffic period should pay special fees.</b>	S-3	<b>Action:</b> Expand the text in the studies section to study trucking issues further, if this issue is not being addressed in the rail study. This is also support for HOT lanes except with additional focus on vehicle types.
	17	Where modes do not meet closely, efforts should be made to make connections easier, <b>fund bike and ped paths/routes that serve as feeders from residential areas to employment areas, and focus on making paths for commuting and travel.</b>	S-44	<b>Action:</b> Same as multiple comments – expand the text in the Challenge section of the plan (Environmental Quality)
10 min		Break		
80 min	3	<b>Overview of Changes to the Near Final Version of the WTP</b>		Staff will walk the Commissioners through a new version of the WTP, highlighting how the decisions made on 9/7 have been incorporated.
As you agreed to on 9/7 staff will be walking you through the plan and describing how the many comments were accommodated into specific sections of the WTP. As we go through the document we will seek your buy in to the general tone and approach. As changes are identified, staff will be recording this “live” in the file using the projector screens in the board room. We are not proposing to edit by committee but to validate and redirect by committee.			Handouts	New Draft with highlighted and flagged changes provided at the meeting.
20 min	4	<b>Final Edits to Executive Summary</b>		New version of the Executive Summary included in Commission Mailing. Action: Discuss and finalize any changes to the Executive Summary
Edits to the Executive Summary will be made as you request them, unless it appears to be more productive to assign			Handouts	The Executive Summary sent in your packet, and a PDF file emailed on 9/13.
10 min	5	<b>Draft Commission Resolution</b>		Draft of WTP Final Adoption Resolution Included
Edits to this will be made on screen as you request them.			Handouts	A draft Resolution for adoption of the WTP is sent in your packet and emailed on 9/13
10 min	6	<b>9/20 WTP Agenda Item Goals</b>		Recap of Agreements Reached and Next Steps - to prepare for the 9/20 WTP Commission Agenda Item
Based upon the decisions made during this meeting, we hope to reach consensus on the last edits to the Plan, confirm the expectations for 9/20, and 9/22.			Handouts	No Handouts